

## CLAIMS

1. A brake pedal device suitable for being actuated to effect service braking and lock braking, said brake pedal device being characterized in that it comprises a first  
5 brake pedal element (10; 110; 210) and a second brake pedal element (12; 112; 212), which elements are suitable for being moved by being depressed for effecting braking, depressing at least the first brake pedal element (10; 110; 210) being suitable for causing service braking to  
10 take place, and in that the device further comprises locking means (18, 20; 118, 120; 218) which are suitable for being activated by moving the second brake pedal element (12; 112; 212) over a determined stroke ( $\alpha$ ) only, so as to hold said second brake pedal element (12; 112;  
15 212) in the locked position for lock braking, and unlocking means (22, 24; 122, 124; 222, 124) which are suitable for being activated by depressing the first brake pedal element (10; 110; 210) so as to unlock the locking means (18, 20; 118, 120; 218) and so as to  
20 release the second brake pedal element (12; 112; 212).  
  
2. A device according to the preceding claim, characterized in that the locking means (18, 20; 118, 120; 218) comprise a retaining member (18; 118; 218) that  
25 is stationary and a catch member (20; 120) that is connected to the second brake pedal element (12; 112; 212), said catch member (20; 120) being suitable for engaging with said retaining member (18; 118; 218) for locking the second brake pedal element (12; 112; 212) in  
30 the locked position.  
  
3. A device according to the preceding claim, characterized in that the unlocking means (22, 24; 122, 124; 222, 124) comprise a first unlocking member (22;  
35 122; 222) united with the first brake pedal element (10; 110; 210) and a second unlocking member (24; 124) united with the second brake pedal element (12; 112; 212), said

first and second unlocking members (22, 24; 122, 124; 222, 124) being suitable for co-operating to bring the catch member (20; 120) into a disengagement position in which it is incapable of engaging with the retaining member (18; 118; 218).  
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4. A device according to claim 3, characterized in that the second unlocking member (24; 124) is united with the catch member (20; 120).

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5. A device according to claim 4, characterized in that it further comprises a hook (26; 126) suitable for pivoting about a pivot pin and axis (30; 130; 230) united with the second brake pedal element (12; 112; 212), and  
15 in that said hook (26; 126) comprises the catch member (20; 120) and the second unlocking member (24; 124).

6. A device according to any one of claims 3 to 5, characterized in that the first unlocking member (22)  
20 comprises a cam actuator (22), in that the second unlocking member (24) comprises a cam (24), and in that the cam actuator (22) is suitable for coming into contact with the cam (24), when the first brake pedal element (10; 110; 210) is depressed, so as to bring the catch member (120) into the disengagement position.  
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7. A device according to any one of claims 3 to 5, characterized in that the first unlocking member (122; 222) comprises an actuating surface (122; 222), in that  
30 the second unlocking member (124) comprises a lever (124), and in that the actuating surface (122; 222) is suitable for coming into contact with the lever (124) when the first brake pedal element (10; 110; 210) is depressed, so as to bring the catch member (120) into the  
35 disengagement position.

8. A device according to claims 5 and 7, characterized in that the catch member (120) and the lever (124) extend on either side of the pivot pin and axis (130).

5 9. A device according to any preceding claim, characterized in that it further comprises drive means (28; 122; 222) making it possible to move the second brake pedal element (12; 112; 212) with the first brake pedal element (10; 110; 210) by depressing said first  
10 brake pedal element (10; 110; 210).

10. A device according to claim 9, characterized in that the drive means (28) comprise an extension (28) that is united with the second brake pedal element (12) and that  
15 extends into the path along which the first brake pedal element (10) moves.

11. A device according to claim 5, and to any one of claims 7 to 9, characterized in that the hook (126) extends at least in part into the path along which the first brake pedal element (110; 210) moves.  
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12. A device according to any preceding claim, characterized in that the first and second brake pedal elements (10, 12; 110, 112; 210, 212) have depress surfaces (10A, 110; 210A; 12A, 112A; 212A) which are of complementary shape so that, when the first and second brake pedal elements (10, 12; 110, 112; 210, 212) are in the same plane, said depress surfaces form a brake pedal  
30 (211) having a depress surface of closed outline that is advantageously substantially rectangular.

13. A device according to any preceding claim, characterized in that the first and second brake pedal elements (10, 12; 110, 112; 210, 212) are adjacent.  
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14. A device according to claim 13, characterized in that the first and second brake pedal elements (10, 12; 110, 112; 210, 212) pivot about the same brake pedal pin and axis (14; 114; 214).

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15. A device according to any preceding claim, characterized in that the locking means (218) have a plurality of locking positions.

10 16. A device according to claim 2 and claim 15, characterized in that the retaining member (218) is provided with a rack (220).